

TDS.27: 975/11

RIVER CURRENTS



HOLIDAY ISSUE

SNSK Thomas E. Griffith takes his turn on the buoy deck of the Scioto. The battered buoy he's just fished from the water will be repaired and repainted and ready for service in the spring.



Cold, Wet Crew Brings the Buoys Back Home

NOTE: During the closing of the Missouri River many civilian newsmen and photographers had the opportunity to travel aboard coast Guard buoy tenders. They were impressed!

Since all 22 river tenders in the district do the same job River Currents felt that you would like to see how your work has impressed the public.

The excellent story was written by Ric Rawls of the Kansas City Times. Photography is by PA2 Dennis M. Hubbard.

By Richard D. Ralls
A Member of the Staff

Aboard the U.S. Coast Guard Cutter Scioto — Boatswain's Mate Chief Donald R. Szymarek shuffled his hands from the cutter helm to overhead spotlights and back to the steering levers, sweeping two light beams across the Missouri River's swirls and eddies until he glimpsed reflecting tape around a bobbing "nun."

"There she rides," Szymarek announced to fellow crewmen. Addressing the "nun," he said: "Now you've had it."

Szymarek and a dozen shipmates had just begun an 18-hour day, "truckin'" up the river last weekend when he spotted the first of his intended rescues nosing up and down in the current. It was a planned search-and-rescue mission of sorts, aimed at saving the "nun" from winter ice jams and spring floods.

What he discerned in the predawn darkness above Leavenworth was a red river buoy, a 155-pounder that was nicknamed "nun" somewhere back in Coast Guard history. Its location this spring and summer helped direct dozens of barges and river craft to safe passage along the channel.

In minutes Szymarek would ease the Scioto alongside the buoy and dispatch two members of the crew to the bow

for the salvage. The buoy was plucked from the water by its "ear" and was hoisted aboard like a stiff deep-sea fish.

Szymarek, shirt sleeves rolled up his forearms, then leaned back from all the instruments, gauges and maps in front of him and called to Boatswain's Mate First Class Franklin L. (River Rat) Tarr. "Let's get truckin', Frank," he said.

They jammed the dual throttles forward and the journey resumed.

By Sunday morning about 100 red nun and black "can" buoys stood on deck like red and black tin soldiers, collected in the 91 river miles between Leavenworth and White Cloud, Kan. Eighteen hours after they left port in Leavenworth at all of six miles an hour, the Scioto's crew had rescued thousands of dollars worth of buoys, lights and batteries in one swoop of the channel.

The project was the closing of the Mighty Mo to commercial river traffic, principally barges and towboats, for the winter months. The Scioto, one of four cutters clearing 732 miles of water between St. Louis and Sioux City, Iowa, finished the task Monday and was drydocked in a Leavenworth boat yard the following day.

The closing began a week ago today when the Army Engineers started limiting the



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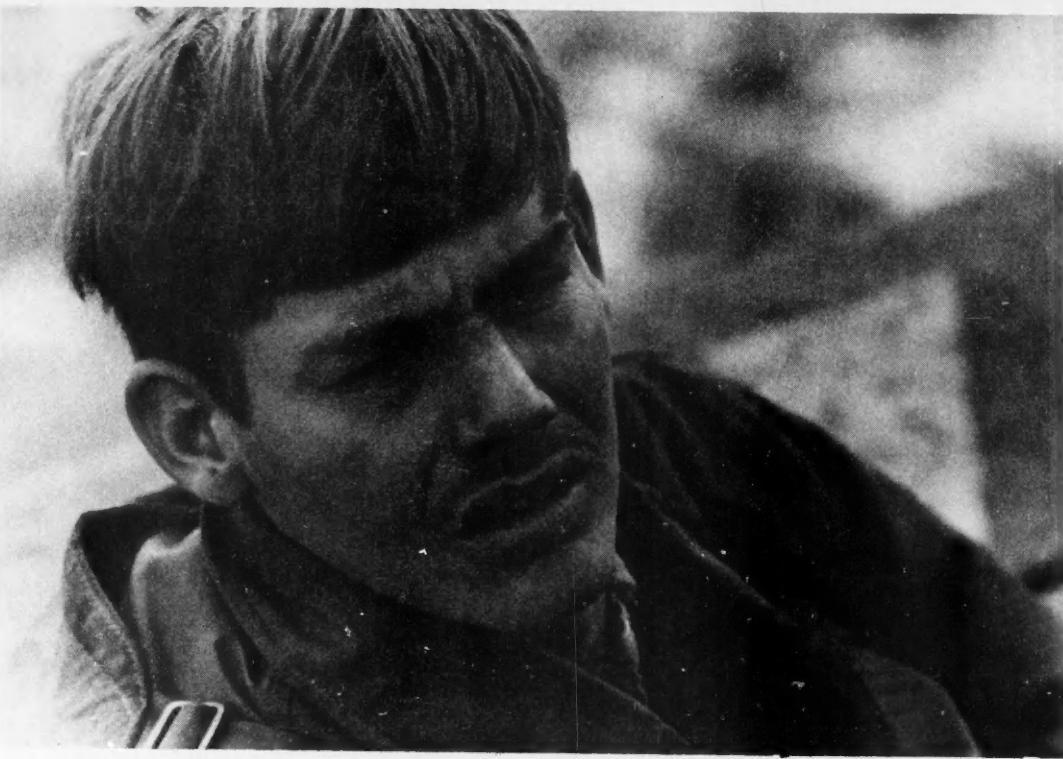
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water flow from the Gavins Point Dam at Yankton, S.D. From a daily release of 33,000 cubic feet a second the flow will dwindle in coming days to about 14,000 cubic feet a second. This weekend river traffic will just about be over.

Sometimes the men have only a few hours to retrieve the buoys before the water level becomes too low for navigation. A Corps spokesman said the last of this season's river traffic, a barge loaded with grain, left Kansas City Tuesday afternoon while a channel was still to be found.

More than 80 Coast Guard men are involved in the operation, clearing about 1,100 buoys and 332 shore lights which could be lost to the elements.

By April the process is reversed when clean, repainted and repaired buoys and light aids are returned to their posts.

Szymarek and his crew are in charge of maintaining a river channel between Glasglow, Mo., and White Cloud through the spring and summer months. The work entails moving up river during an 8-day outing positioning buoys along the ever-shifting channel.

Saturday was the last run of the season for the Scioto, and

for a few crew members completing their 4-year Coast Guard stint, it was the last such run ever.

At 5:45 a.m. the Scioto shoved off from Leavenworth. Szymarek, standing at the helm, inched the boat up river, reaching a top speed of six miles an hour.

He maneuvered the 65-foot craft underneath the K-92 highway bridge, spotlighting the first nun a short distance above. His reach from the steering levers to the lights is instinctive and he can direct the beam quickly from the shoreline to a reflection in the channel.

The boat is positioned alongside the buoy. Nuns mark the left bank downstream and cans mark the right bank downstream. They soon filled the deck of a barge pushed ahead of the Scioto.

The plucking can be simple if all goes correctly. One crewman thrusts a chrome pipe pole toward the buoy, trying to hook a metal loop at the top called an "ear." Usually after one or two tries he secures the buoy and holds it against the bow until a second crewman can hook a chain into the ear.

Then Chief Szymarek or Tarr, depending on who is at the helm, backs the cutter

down river until the steel cable holding the buoy becomes taunt and snaps free.

Members of the crew, about half of whom are from the Kansas City area, stand clear as the cable breaks because the buoy may leap from the water.

A chain is then hooked to the buoy and a crane cranks it aboard where it is stacked with others.

Two problems confront the operation. Sometimes a buoy is a "diver," barely visible under the water because brush and weeds have accumulated on the cable. A buoy below the surface is difficult to hook and chain.

The second problem involves rusting ears. If they have lost their strength they may break in the tugging process. When this happens a cable lasso is draped around the buoy and the process resumes.

It was more than an hour before sunrise when Szymarek landed the first buoy Saturday.

"Any cable on there?" he asked the crew over a loudspeaker from his perch on the bridge.

The crew is not interested in saving any of the rusting cable over the winter, but it is a different matter when the

river is open and they are pulling and re-locating buoys as the channel shifts.

Then the crew tries to save all 100 feet of the three-eighths inch cable for re-use. A score is crayoned on the bridge window as to who is more successful at the helm saving cable: Szymarek saved 39 of 116 attempts this year, Tarr had 143 of 180.

All morning, afternoon and night were spent pulling in the remainder of the buoys. The two light beams cut the darkness like the eyes of a monster before daybreak and again at nightfall.

"We're moving up this over-sized creek pretty good, Frank," Szymarek said to Tarr.

Both men are veterans of river running. Szymarek has logged 15 years in the Coast Guard, including the past 1½ years on the Missouri. He plans to retire in five years at the age of 38. Tarr, an 18-year man, has spent the past 3½ years on the Missouri.

Occasionally the Scioto pulled into the rocky shoreline where a man would jump off, climb the navigation light pole and remove the flashing bulb and battery.

Szymarek is aware of cost-cutting by the Coast Guard and hopes some day to main-

tain the river at much less expense. More than two million tons of barge traffic used the river this season, up 43 per cent from the same period last year.

Buoys cost \$112 and about 1,000 were lost or destroyed last year, Szymarek said. "We'd like to get away from this metal buoy to a styrofoam one for, say, \$10," Szymarek said. "Then you could tear it up and it's only \$10 instead of more than \$100."

The cutters may go to a three-sixteenths inch mooring cable instead of the three-eighths inch, which costs \$155 for 1,000 feet. "That reel of cable used to be \$60 last year," he said. "You can see the difference."

He called this last river year a "bad season. Not much rainfall," he said. "The river was below stage most of the year."

The Scioto, powered by two 300-horsepower Caterpillar diesel engines, plowed its way up river. By 3 p.m. the craft had reached St. Joseph, about 9 hours after leaving Leavenworth.

"We've got two nuns and a can ahead," Tarr told members of the recovery crew warming themselves inside the barge shack.

The deck steadily accumulated buoys, each about 8-feet tall and almost 2-feet wide. The nuns and cans are battered, moss covered, rusty, gouged and some have bullet holes from being bobbing targets for riverbank marksmen.

The boat swept past several duck blinds and decoy spreads in quieter water. Occasionally a duck hunter waved from a camouflaged blind.

A few last boats were passed, including one pushing four empty barges down river. While Tarr was at the helm, the towboat Chouteau passed the Scioto. The captain of the passing boat told Tarr on the radio: "While you're talking here I want to wish you a Merry Christmas and a Happy New Year and I hope to see you again next year." Tarr returned the wishes.

Crew members work hard and eat well. A regular breakfast may be followed by pork chops smothered in gravy.

mashed potatoes, salad and hot rolls. All prepared by the hands of Mariano P. Ignacio, Jr., subsistence specialist second class.

Ignacio occasionally will prepare steaks, shrimp or lobster tails as a special treat.

Along the grind Szymarek maintained his humor.

"Where else can you sightsee and get paid for this?" Szymarek kidded the crew. "That's what gets me. They pay you."

In the summer, Szymarek said, the Scioto crew will work 16-hour days setting buoys along the channel. Daylight Savings Time only makes the days seem longer. "They work hard, these guys, I'll tell you," he said.

"If we went 8 to 4 o'clock we would end up at 4 in what we call Brushville," he continued. "You can't even get a cold one (beer)."

He looks at his watch as the boat chugs on. "Quarter after 6? It seems like a quarter after 12. I can think of a hundred things I'd rather be doing. It seems like we've been out here for 72 hours."

Back in port, the boredom changed.

"It's a challenge," the 33-year-old chief said of the river. "You've always got to be ready. You don't know what's going to confront you. That channel's always changing."

Others on the boat share the boredom as they work toward White Cloud. Most of the crew are married and miss home. Several are near to being discharged.

"After eight days out here, when I get back to see my wife it's like a honeymoon," Szymarek said. Other crewmen seemed to agree.

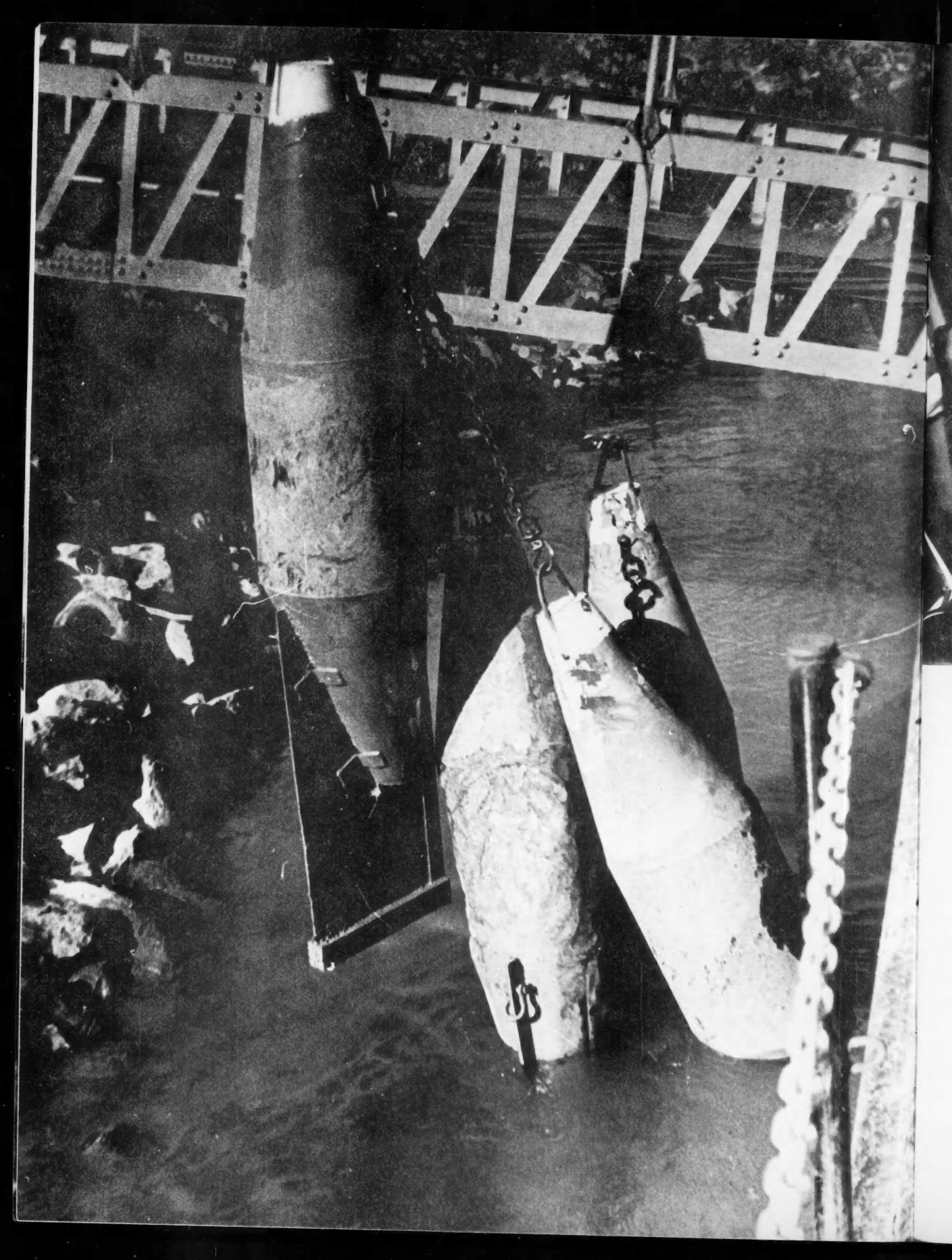
Most of the river he patrols is about 2,000 feet wide, including about 300 feet of channel. Normally 500 buoys map the channel during the summer. All but 100 had been thinned out earlier last week.

The Coast Guard, working with the Army Engineers, maintains the channel's daily fluctuations. "If the channel is messed up you've got to hunt for it, keep trying," he said, referring to the sand shifting at the bottom. "You could have a buoy in 15 feet



SN J. R. Anderson (left) and DC2 Ned Niedringhaus struggle to pull Missouri River

buoy up the hill for winter storage.





of water one day and it's in 8 feet the next."

Over the summer the river may rise and catch unsuspecting animals.

"We saw six cattle floating down the river last year," the chief said. "They go for a drink and get their feet stuck in the mud, then the river comes up..."

The trip was dragging as he tried to bolster the crew's spirit. "In the winter you're complaining how tired you are sitting in dry dock and how you'd rather be setting buoys," he said. "After two months on the river you say you're tired and would rather be back in Leavenworth." He shrugged and smiled.

Finally the crew reached the last buoy below White

OLD BUOYS NEVER DIE: They just return to Leavenworth Depot for repair and repainting

BMC Donald R. Szymarek, Officer-In-Charge of the CGC Scioto at Leavenworth, Kansas, studies a river chart as he makes the buoy run

DC2 Ned Niedringhaus uses a sledge hammer to knock a line free aboard the CGC Gasconade.

Cloud. It was a "diver," with the murky water rushing over the top. Cold hands numbed through the day by a north wind struggled to grasp the "can," finally setting the hook and hauling it aboard

He yelled to Michael R. Oliver, boatswain's mate second class: "Ollie, pass the word to the guys they did a helluva job down there today and they can do some sleeping in in the morning."

A few of those listening had been to the North and South Poles, others had been stationed aboard Coast Guard icebreakers. But with the thought of closing this muddy old river, with no more 18-hour days until spring, they gladly took advantage of the offer.





THE FACE ON THE OTHER END OF THE PHONE. The new senior enlisted advisor for the Second District, BMCM David C. Miller has been appointed by RADM Bursley to help you. If you

have problems which can not be resolved via the normal chain of command give him a call at 314-622-5971. The number becomes 314-425-5971 after February 3, 1975.

NEW "SEA" NAMED

This month in River Currents you'll find two feature articles about personnel on the district staff who serve the men in the field. They are BMCM David C. Miller the Senior Enlisted Advisor and ASM2 Ray Stalvey, the Drug Education Specialist. In the near future we will present articles looking at the Human Rights Counselor and the men in Personnel Services.

Master Chief Boatswain's Mate David C. Miller has gone to SEA.

A veteran of more than 20 years of Coast Guard service and at least five large cutters, Miller will be finding this voyage a little different. He'll be plying the troubled waters of the Western Rivers. Just what the troubles are and how bad they are depends on your viewpoint.

And, that's the point. Miller will be the eyes,

ears and mouth of the enlisted men of all rates everywhere in the district. He'll be building bridges over troubled waters.

You see, SEA in this case stands for Senior Enlisted Advisor. Miller was assigned to that position in November by Rear Admiral G. H. Patrick Bursley, District Commander.

MILLER SETS GOALS

Why would anyone want to tackle a job like that? Miller had to stop and think for a moment.

"It's a job that shows some promise."

"And, I have several pet programs that I would like to get going. I just think working through SEA is the way to get the job done."

His programs are all designed to assist his fellow Coast Guardsmen. One involves legal assistance, another, a Boating Safety Merit Badge Program with the Boy Scouts of America.

The legal assistance program will provide assistance to Coast Guardsmen beyond that provided by the service's legal assistance program. "The Auxiliary has some members who are very prestigious lawyers," Miller said. "They, in turn, have many young lawyers working for them who do not get the chance to work close to people, because they're busy solving the problems of large companies.

"They would be getting valuable experience and Coast Guardsmen would be getting very valuable legal assistance. This is especially true when you consider the fact that they are working for big name law firms who many times can win cases on reputation alone."

The merit badge program Chief Miller is pushing will make it possible for individual boy scouts to come to individual Coast Guardsmen for assistance. It will serve a two-fold purpose.

"First of all, it will help the scout, but, it will also help the Coast Guard in the future," Miller said. "Then, there is the fact that you have also helped out the community. It's an ideal program for Coast Guardsmen who like to work with kids. All the man has to do is contact the local Scout Council and then the Scouts will contact him."

LEADERSHIP

Despite his interest in the Scouting and legal programs, Miller's pet cause is leadership. Mention it to him and he'll talk to you all day. And, if another plan comes through, he may be doing just that someday.

"I hope that in the near future every petty officer will be able to attend a petty officers training course. Everyone would serve as an instructor, from the Chief of Staff, right down to the youngest third class in the district.

"It's one of our biggest problems today. The young seamen who have problems just don't talk to the petty officers. We've got to get our petty officers to be leaders so the younger men will want to come to them," Miller said.

Another thing the new SEA would like to see come about is a regular military strategy briefing for senior petty officers. "You feel more a part of the organization when you know where the organization is going. Besides, did you know that the Soviets consider the Coast Guard as one fourth the strength of the entire U. S. Navy? It would improve your morale, wouldn't it?"

OUR JOB IS IMPORTANT

Miller localized this theory too. "How many of our men here in the district realize that without the tonnage of commerce that travels

on the rivers, the lights would go out in many cities and the electrical rates would triple? If the men knew that, they would find it a whole lot easier to pull that buoy out of the muddy water for repair."

The new SEA believes that the service's petty officers have done a tremendous job by themselves over the years. But, he feels that now is the time to spread the word and provide a little formal training in the basics of leadership.



BUSY MAN, BUSY DESK... BMCM Miller at work.

Formally, Miller must: Advise the District Commander in matters pertinent to the morale and well-being of enlisted personnel and their dependents. Be informed on all current personnel policies and serve as a source of information about them to individual Coast Guardsmen. Keep in contact with the Master Chief Petty Officer of the Coast Guard. Provide articles of interest to enlisted members through their district bulletins addressing current enlisted programs, opportunities and policies. Meet informally with enlisted men on various units in the district to exchange ideas and disseminate information. Make sure that lines of communications, written and oral, are open to all enlisted personnel. Evaluate the impact of proposed policy changes on enlisted personnel for the District Commander. Assist in the reception of enlisted visitors. And, through all of his functions attempt to increase the desirability of a Coast Guard career.

That's a big assignment, but, BMCM Miller is ready for it.

"I'm a facilitator," he said. "I'm not a problem solver, per se, I merely take the problem to the people that have the means to solve it. If I can't get it solved at one level, I take it to the next."

If you need help, or advice, give him a call at: 314-622-5971. If you have a question you would like to see answered in print, sent it to the Editor, River Currents, % Public Affairs Office, Second Coast Guard District, 1520 Market St., St. Louis, Mo., 63103.



SERIOUS JOB, SERIOUS MAN — ASM2 Ray Stalvey. He's sitting in front of a map that shows

the vast geographical distribution of the men he serves in the 22 state Second District.

MAN FROM D-E-S

It was only natural for Aviation Survivalman 2/c Ray Stalvey to want the job of drug education specialist. He had been doing similar work with the Albemarale Committee for Information on Drugs when the Coast Guard first announced its drug and alcohol educational efforts in the Spring of 1972.

When Commandant's Instruction 6710.13A created the DES billets at the district level Ray was working every night with many youth near the Elizabeth City Air Station where he "packed rafts and rigged parachutes" during the day. At the same time he maintained the Armory for the air station and served as the unit's drug exemption representative.

The 25 year old Vietnam veteran served for three years aboard the CGC Chase both on many ocean station patrols and on market time patrols in Southeast Asia. When he returned to the states he graduated from ASM school and was assigned to Elizabeth City.

He became interested in the drug program because he had several close friends who had been strung out on drugs . . . "and they didn't have anyone to help them." When he saw the problem in the community he went right to work.

The county mental health director had been looking for help. Ray went to see him. The two spearheaded a program which within a year saw a telephone type answer service being used by people with problems. Ray spent many hours presenting drug programs to junior high schools in the area.

Ray feels his main job here is to assist the commands in the district . . . "so they can set up their own programs."

AN ENFORCER

The small size of the district's units is a big handicap. "The instruction says that each unit shall have a drug exemption rep, but, here

many of our units only have three or four people. The DES could be called an enforcer. He sees that the Commandant's Instruction is carried out."

The program has not been without its problems. "The timing of its implementation hurt us very much," Ray said. "When the draft ended a lot of men decided they wanted out of the service. When the drug exemption program came along, they decided it would be an easy way to get out.

"They would confess their problem, and get sent to a rehabilitation center. Only when they were sent to the center they wouldn't cooperate. They would then get the discharge that had been their goal."

Ray says that it is really hard to nail down successes because the program by nature is preventive. "The only way you can tell you did any good is through the persons who go the drug exemption route. When they say they want to be rehabilitated because of a talk they heard from a drug education specialist, then you know you're getting somewhere," he said.

What are some of the specialties of our drug education specialist? Commandant Instruction 6710.13A lists seven:

Conduct command and staff level briefings. Conduct large and small group discussions. Conduct group discussions across race, age,



SIGNS OF THE TIMES and the message of the drug education specialist surround Stalvey in his Second District office.



Mock Marijuana plant marks the desk of the man responsible for the counseling of personnel with drug related problems in the Second District, the DRUG EDUCATION SPECIALIST, Ray Stalvey.

rate and rank barriers. Establish dependents programs. Conduct liaison with the civilian community. Provide liaison with Navy and other armed services drug and alcohol abuse control programs. And, keep individual commands advised as to the availability of local resources for drug and alcohol education and rehabilitation.

What's the biggest challenge for a DES? "You have to get the older generation to change with the times. Someone has to sell it to them on the program's benefits for if it is to work, it is they who must faithfully carry it out."

Ray has carried out a long fight to establish the program in the district's many units. His efforts haven't been unnoticed.

"Petty Officer Stalvey epitomizes those fine qualities of American life our country seeks," an award citation he received from the Federal Executive Board in St. Louis said. "His dedication to those ideals reflects great credit on him and the United States."

Like the Senior Enlisted Advisor and the Human Relations Counselor, the Drug Education Specialist is here to serve YOU, the Second District Coast Guardsmen.

If you've got a question, or a problem, call him at: 314-622-4669.

If you have a question which you would like to see him answer in print address it to Editor, River Currents, % Commander (dpa), Second Coast Guard District, 1520 Market St., St. Louis, Mo. 63103. All letters must be signed, however, names will be withheld upon request.

WORD PROCESSING CENTER



YN3 Chuck Burdick inserts a name into a pre-programmed form letter in the work processing center. The two yeomen with their modern machinery can do the work of six secretaries without the equipment.

THE YEOMAN'S EDGE

Does the title sound like a familiar commercial slogan? The initials stand for Word Processing Center, a first for the Coast Guard. Similar setups have been used in private industry for many years with great success. The center here in St. Louis has been in operation for only a few months and already is proving its value in saving time and monotonous work.

The center is manned by two yeomen, YN1 Alex Chapman and YN3 Chuck Burdick. Yeoman Chapman explained the system to us. At its heart are two automatic dual editing typewriters. The yeoman types a letter which is recorded on a tape cassette. On a second tape he records the salutations and addresses of all the recipients of the letter.

When a district office has a letter to go to 50 different addresses the dual tape editing system is a real timer saver. The tape on which the standard letter is recorded carries a code at any position where unique information is to be inserted. At these points it automatically cues the second tape which types the individualized information. The equipment can type out approximately 50 error free copies in a half hour.

Yeoman Chapman describes the center as a "highly sophisticated typing pool". In his office are three gray metal boxes called "thought tanks" which can receive dictation over a special phone line from another office.

Tapes for some letters sent out by district offices are one shot mailings, but many standard letters are used again and again. The Word Processing Center stores many tapes which can be used any time they are needed.

If the Word Processing Center concept proves itself in the Second District we can expect to see similar setups in other district offices around the Coast Guard.



Yeoman 1/c Alex Chapman feeds a letter into the keyboard of the word processing center. The input will be stored on a magnetic tape. The machine can replay a letter in a very few minutes. Alex keeps the traffic flowing in the center.

INSTITUTE HOSTS CONFERENCE

OKLAHOMA CITY, Nov. 5 — Nearly 200 persons from five countries were in attendance when the Military Testing Association (MTA) held its 16th annual conference in Oklahoma City, Oct. 21-25.

The Coast Guard Institute was conference host, and Rear Admiral Robert W. Durfey, chief of the Office of Personnel, Coast Guard Headquarters, was the keynote speaker.

Originally formed to provide the five U. S. armed forces a forum for exchanging ideas on testing methods, the MTA has been expanded during recent years to include practically all areas of personnel training and assessment. Membership now includes various governmental, educational, business, industrial and private organizations involved in personnel assessment, as well as the armed forces of several foreign countries.



The CG Destroyer ANMEN trails a smuggler outside the 12-mile limit. Smugglers with foreign registry could not be seized outside the territorial limits until contact was made by fast speedboats

which smuggled the contraband into ports. Trailing proved an effective method of combatting the practice.

THE RUM WAR

by PA1 Chuck Kern

One of the most publicized eras in American history is the Prohibition era. Elliot Ness and the Untouchables shot their way to fame on television. Countless books were written about Scarface Al, Bugs Moran and the St. Valentines Day Massacre. There was even a song called The Green Door in which cry "Joe sent me" echoed over the splash of bathtub gin.

One aspect of Prohibition which little has been written about is the Coast Guard's involvement, despite the fact that the increased workload nearly doubled the size of the service.

On January 17, 1920 Prohibition became the law of the land. The U.S. Treasury Department and its enforcement agencies were ready. It is only natural that the Coast Guard should find itself on the front line of defense against contraband liquor during the "Noble Experiment." Since 1790, its first duty had been the prevention of smuggling.

At the start of the era, many people had prepared for the situation by hoarding. Soon, however, the existing supplies began to dwindle and more and more liquor began to be brought in by sea. During the early months the Coast Guard had little warning of the large scale importation which was to follow.

In 1924, it was estimated that one third of the liquor being brought into the country came

through what was known as "Rum Row". The largest market and, therefore, the largest import area was New York City. Smaller "rum rows" developed off Boston and the Florida coast.

Enforcement of the 18th Amendment was not easy. Until 1924, the United States jurisdiction only extended three miles out to sea. Owners of large cargo ships began registering their vessels aboard. The ships could then take on a load of liquor in the West Indies or several Canadian ports, anchor three miles off the coast of the United States and await buyers. It was relatively easy for small, fast craft to run out to the supply ships.

PROHIBITION PATROL

After long international debate, the twelve mile territorial limit was recognized. The supply ships of "Rum Row" now had to stay our further and twelve miles meant more hazards for the smaller craft who went out to run the liquor ashore. Not only did rough weather pose an added problem for the rum runner, the Coast Guard had more space to catch him.

The Coast Guard received a big shot in the arm when in 1924 President Coolidge gave his approval to the recommendation that \$28,500,000 be appropriated by Congress. The plans also called for increasing commissioned

officer strength from 209 to 353, and enlisted ranks from 4,051 to 7,122. Originally the bulk of the money was to go for specially built craft, from large cruising cutters to cabin cruisers and speedboats. The plan was modified however when the Navy Department turned over 20 destroyers to the Coast Guard. The addition of the destroyers to the Coast Guard fleet would decrease the amount of money needed for expansion and enable the Coast Guard to have built the 75 foot patrol boats known as "six bitters" and 36 foot patrol boats for inshore and harbor patrol work.

Now that the Coast Guard had almost doubled in size and strength both in personnel and floating units, the "Rummies" many times had to resort to deception. Many boats carrying innocent looking cargo were discovered to have false bottoms and hidden cargo holds. Many of the speedboats built for the trade were built in the same shipyards as the new Coast Guard patrol boats. It was easy to get the engine specifications for the patrol boats and have a faster engine installed in the Rummies boat. Many vessels were caught, and confiscated by the Coast Guard only to see the case thrown out of court on a technicality. In addition to being seamen, the Coast Guard's crews had to go to court and state their charges against the offenders. Often the courts and the general public proved so sympathetic to the Rum Runners, conviction proved almost impossible. On top of this, the Coast Guard still had all their other duties to perform as well as the new

responsibility of the enforcement of the liquor laws.

During the fiscal year 1932 nine new 165 foot patrol boats were placed in commission. These boats had the seaworthiness and speed of the best of the Rum Runner's vessels. In addition to the new cutters, over 500 former, confiscated Rum Runners were turned over to the Coast Guard to use in the fight against the trade. Oftentimes the former Rummy was able to approach the rum fleet without arousing undue suspicion until the smugglers discovered the vessel was "under new management".

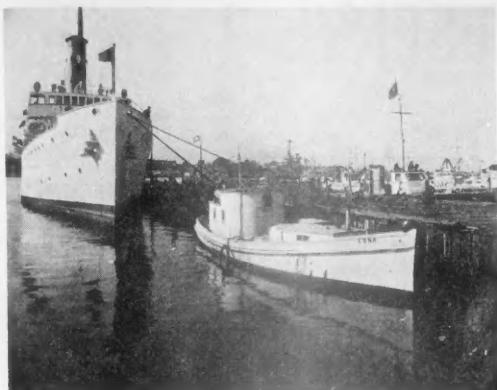
Many times the job was dangerous as well as thankless. One such case involved the crew of CG 249 on a trip to Bimini. The 75 foot patrol boat was carrying a Secret Service Operator to Bimini to track down the source of counterfeit American money. On their way they stopped and searched a suspected rum runner. After finding 160 cases of liquor aboard they took the two crewmen aboard while the boatswain called Ft. Lauderdale Base for instructions. One of the prisoners grabbed a gun he had hidden aboard his boat and killed two Coast Guardsmen and the agent, and wounded another Coast Guardsman. The two were finally subdued and arrested and after two years, one was sentenced to prison and the other hanged for murder.

For fourteen years the Coast Guard fought in a battle not only against the "rum runners", but against public apathy and overcrowded courts. At one time during the period, liquor



"V" FORMATION — Coast Guard 75-foot patrol boats take off from an Atlantic base to hunt

down smugglers.



RUM RUNNER: The rum runner Edna was seized by the Coast Guard and converted to service use during the Prohibition era.

violations cases comprised 40 per cent of all cases before the courts. It sometimes took 2 to 3 years for a case to be disposed of. In many other

cases, the trials were rapid and superficial and thrown out on the least technicality.

The 21st Amendment did not end the Coast Guard's battle against smuggling of spirits. Now that liquor could legally be imported and was being taxed again, some "runners" kept up their business as usual to avoid Federal taxes. For the most part though, the battle was over. The Coast Guard settled back to its other missions and a long bitter struggle was over.

Some of the incidents during prohibition read like adventure novels. If you'd like to read more about the prohibition era, there are a few good books on the subject. You can probably find them in a local library. Try Rum Row by Robert Carse; How Dry We Were by Henry Lee; I'm Alone by Capt. Jack Randall (a former rum runner); Patrol Boat 999 by Harold Waters & Aubrey Wisberg; Smugglers of Spirits by Harold Waters (an ex Coast Guard officer); or Rum War At Sea by Commander Malcolm F. Willoughby.

Think You Know The COAST GUARD ?

Check out your knowledge of Coast Guard history by matching lettered answers with numbered questions.

- 1.— First cutter in the Revenue Marine
- 2.—First "Master of a Cutter"
- 3.— Made the first capture in the War of 1812
- 4.— First iron hulled, steam powered cutter
- 5.— Fired first naval shot of Civil War
- 6.— Effectuated first naval capture of WWII
- 7.— Lifeboat station whose personnel participated in Wright Bros. flight at Kitty Hawk
- 8.— Site of first U. S. Lighthouse
- 9.— First U.S. Lightship station
- 10.— First American ship to reach Alaska after U.S. purchase from Russia
- 11.— First cadet training vessel
- 12.— First director of the Coast Guard Womens Reserve.
- 13.— Leader of the "Overland Expedition" to rescue 265 trapped whalers at Point Barrow
- 14.— Coast Guardsman awarded Congressional Medal of Honor
- 15.— Secretary of Treasury who founded the Coast Guard
- 16.— Michigan Senator who introduced bill forming modern day Coast Guard
- 17.— First Coast Guard vessel equipped with Amsterdam Ice Plow for river icebreaking

18. — Period when Coast Guard used DESTROYERS

19. — Commandant during World War II

20. — Black captain who commanded the cutter BEAR on Alaskan Patrol

- a. Mike Healy
- b. Charles E. Townsend
- c. Jefferson
- d. Northland
- e. Dobbin
- f. Hopley Yeaton
- g. D.H. Jarvis
- h. Prohibition
- i. Lincoln
- j. Massachusetts
- k. Harriet Lane
- l. Admiral Waesche
- m. Legare
- n. Craney Island
- o. Dorothy C. Stratton
- p. Fern
- q. Alexander Hamilton
- r. Boston
- s. Douglas Munro
- t. Kill Devil

Answers: 1-j, 2-f, 3-c, 4-m, 5-k, 6-d, 7-t, 8-r, 9-n,
10-i, 11-e, 12-o, 13-g, 14-s, 15-q, 16-b, 17-p, 18-h,
19-l, 20-a

TRYING THE RESERVE?

You are not required to participate in a Reserve Training Program — but why not? Give it some thought.

With the cost of living going higher & higher who can't use a few extra bucks each month. Think of the Coast Guard Reserve as a part time job.

For one weekend, eight hours Saturday and eight hours on Sunday as E-5 over four would earn \$64.84. That's over \$32.00 per day or over \$4.00 per hour.

However, the most important part of your becoming active in the Coast Guard Reserve is that you're not obligated to attend drills. You don't sign anything that says you'll attend drills.

Try it, if you like it — great. If not simply tell the Reserve Unit that you want to become inactive and you'll be placed in the active status pool, the same status that you would have gone into if you had not tried it.

A bonus for joining a reserve unit is available if you've completed your correspondence course, the practical factors and have the required time in rate. The bonus is a provisional advancement to the next pay grade. You must pass the servicewide exam in one year to have this promotion made permanent.

Give this matter serious thought. The Coast Guard Reserve can use personnel with prior service.

Then there is retirement. Each year you

attend drills gives you more points toward retirement.

RETIREMENT POINT COMPUTATION

One point is awarded for each day of active duty and 50 points for each 365 days of inactive duty served prior to 1 July 1949. One point is awarded for each day of active duty served subsequent to 30 June 1949. One point is awarded for each authorized training period and day of active duty for training subsequent to 30 June 1949. No more than 60 inactive duty points (including the 15 point gratuity for Reserve membership) may be accrued during any one retirement year. To this may be added all active duty and active duty for training points earned during the retirement year. The aggregate of active and inactive duty training points may not exceed 365 (366 for leap years) in any one year. Retirement pay is computed on a basis of total points accrued, including those in an unsatisfactory year, provided the Reservist completed at least 20 satisfactory years prior to reaching age 60. All active and inactive service in an Armed Forces component prior to 1 July 1949 is satisfactory; subsequently a satisfactory year is one in which the Reservist accrues at least 50 points.

If you wonder what your drill pay would be now for your present rate check with the Reserve Division at 314-622-4621. They'll be glad to help you.



"I'll Never Go To Sea"

ON BROADWAY: The first high endurance cutter to sail down Broadway in Oklahoma's capitol city from the Second District's recruiting branch won the title of "most colorful float" in the first annual Statehood Day Parade there. Seaman Apprentice Christiane Clark of the Coast Guard Institute was the skipper.

SAVE ! SAVE ! SAVE !

1. **Weather strip and caulk around all windows and doors.** A cold draft coming from a window or door can mean that your heating bill is 15 to 30% too high. The remedy is easy: install weather-stripping at moveable joints or openings and caulk the frames of all windows and doors. You may find it necessary to apply caulking material several times before a good seal is achieved. In very cold weather, you may expect a light fog or mist to appear on windows on the downwind side if the seal is adequate.
 2. **Install storm windows or insulating glass.** Will cut in half the heat that is lost through the windows of your house. They also reduce or eliminate cold drafts and increase room comfort. An investment in storm windows can actually pay for itself in 7 to 10 years, and thereafter return an annual "dividend" of from 13 to 18% or more, in terms of savings in fuel bills.
 3. **Close window draperies.** A closed fabric drapery at a window tends to average the temperatures on its two sides. In cold weather, when the window glass is chilled, a closed drapery will reduce the radiative heat loss. Although closed draperies can increase comfort of people sitting near a window, and can effect minor reduction in heat losses, they are no substitute for storm windows.
 4. **Install overhead and sidewall insulation.** Under most conditions it is desirable to have the equivalent of six inches of good thermal insulation above your top floor ceiling. Even if you now have three or four inches,
- it may be worth increasing the insulation depth to six inches. Even in regions with relatively mild winters the investment in insulation may be returned through fuel savings the first year.
5. **Close and seal all openings into the attic from occupied space.** These include openings around loosely fitting attic doors or pulldown stairways; penetrations of the ceiling by electric light fixtures; and spaces around vents, pipes or air ducts which pass into the attic. The warmer air in occupied spaces tends to rise toward the attic, carrying moisture with it. By sealing against warm air loss through the attic you not only save heating costs, but prevent moisture condensation in the attic.
 6. **Maintain an efficient heating plant.** The operating efficiency of your heating plant is a highly important factor influencing the amount of fuel used. If your heating plant has an air filter through which the recirculated house air passes, you can maintain its efficiency by cleaning or replacing the filter frequently.
 7. **Conserve utilities.** Lower the thermostat setting in your house or apartment for 8 hours each night. Fuel savings can amount to 3/4 per cent for each degree Fahrenheit that the setting is lowered. Repair leaking hot water faucets. A leak that fills an ordinary cup in ten minutes wastes 3,280 gallons of heated water per year. Insulate hot water pipes, especially if they pass along outside walls or through cold areas.



SAFETY CHECK

MSO ON THE SCENE: LCDR Jerry Willis of the Marine Safety Office in St. Louis inspects a temporary repair made aboard a barge carrying sulphuric acid on the Illinois River. Twenty two bags of cement were used to build the box which plugged the hole long enough for the barge to be moved to a nearby drydocking facility.

SCHOOL QUOTAS ANNOUNCED

School assignment quotas are currently available for assignment to RM, MK, SS, and YN schools. Qualified personnel applying for these four schools will have only a very short waiting period before being assigned. In addition, there are slightly more limited quotas available for assignment to ET, RD, and QM schools.

All other Class A schools are oversubscribed

and have long waiting lists. HM and DT school applicants, for example, can anticipate a wait of up to one year or more before obtaining assignment. Therefore, personnel genuinely interested in being assigned to a school and advancing in rate should give serious consideration to the relative length of the waiting lists for the various schools. (ENLISTED TIMES)

RECORD BREAKER

Aviation Structural Mechanic (Hydraulic) "A" School announced an Oct. 11 Coast Guard academic record-breaker. Airman Dan Lewis Titus completed the course with a cumulative grade average of 96.1. Appropriate ceremonial

recognition was made by Commander Dick Fletcher, NATTC Director of Training. Airman Titus, a former Navy ADJ2 with almost four years prior service is married and a native of Brunswick, Ga. (BLUEJACKET)

COAST GUARD ENLISTED ASSOCIATION

Members of the Coast Guard Enlisted Association can now pay their dues through an allotment (Effective 1 Oct 74).

When filling out the Allotment Authorization, CG-4222 (Test), the most important items for payment to the CGEA are item #14 and

item #16. Item #14, the Blanket Code should read 122; item #16, "To be paid to: Individual or institution" should read: CG EN ASSN.

All other items should be filled out in the usual manner. (ENLISTED TIMES)

DID YOU KNOW ?

The Predischarge Education Program (PREP) is a VA funded program designed to help eliminate high school deficiencies and support the taking of remedial and refresher

courses leading to a high school diploma or prerequisite to a post-secondary or college degree. This program is free and does not draw on your VA educational benefits.



Our Cover

... River Currents
Editor Reggie Reese's
conception of a River
Holiday.

"WE'VE DONE SO MUCH WITH SO LITTLE
FOR SO LONG, THAT NOW, WE CAN DO
ANYTHING WITH NOTHING!"

..... SEMPER PARATUS

COAST GUARD

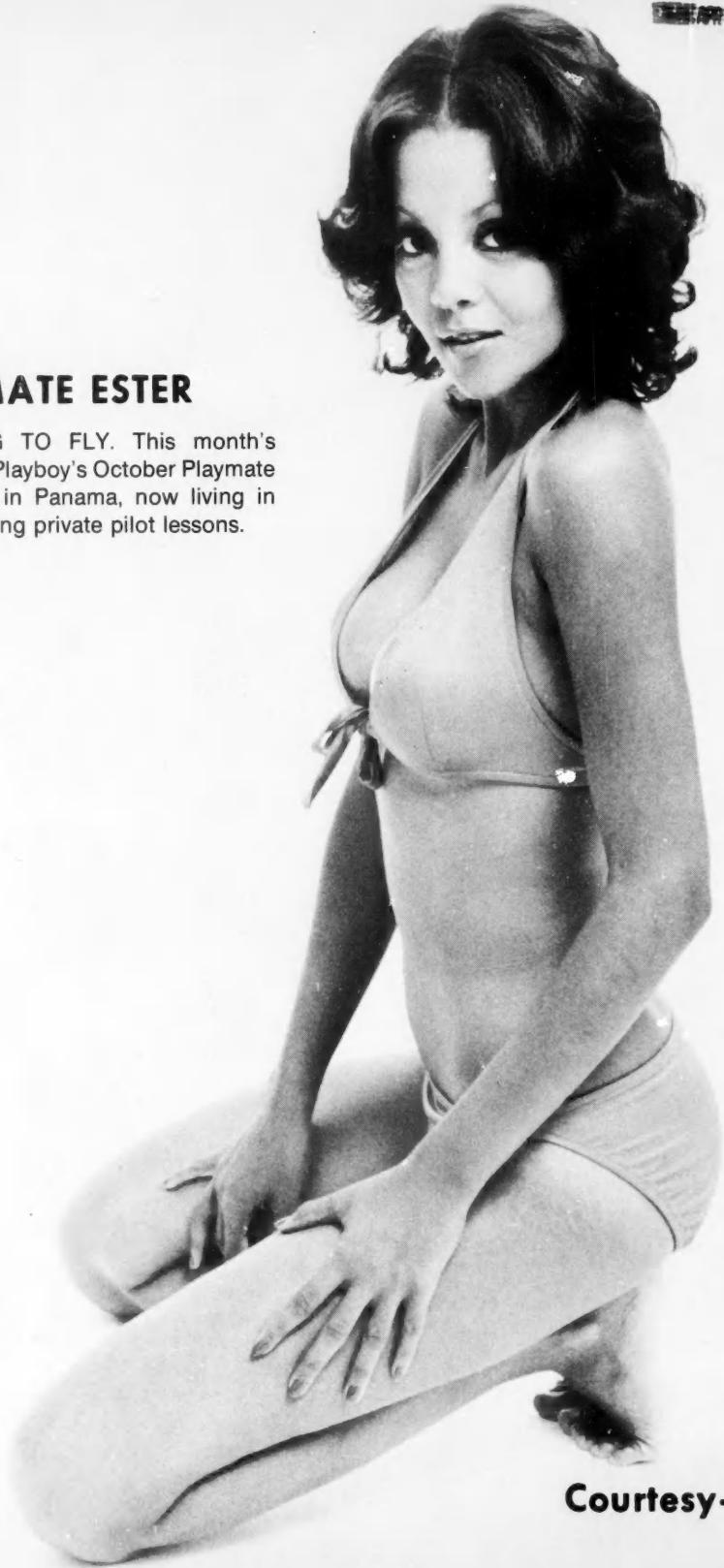
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SHIPMATE ESTER

SHE's LEARNING TO FLY. This month's holiday shipmate is Playboy's October Playmate Ester Cordet. Born in Panama, now living in California, she's taking private pilot lessons.



Courtesy-Playboy

